The Hub of the Maritime Provinces
BRUNSWICK CANADA
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IRA CORNWALL
SECRETARY
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ST. JOHN, N.B. CANADA
Can Pam.
Jack, David R.

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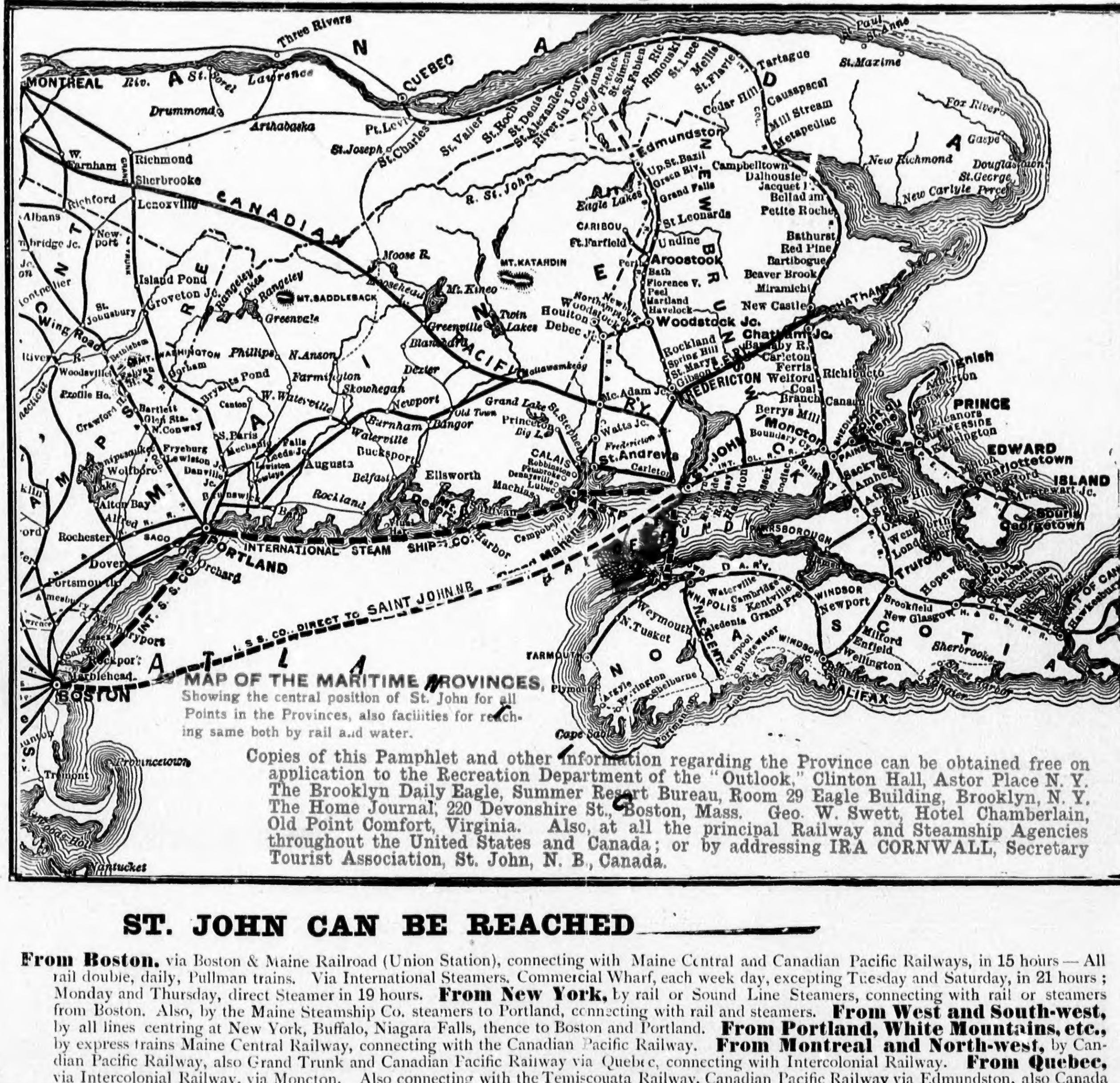


MAP OF THE MARITIME PROVINCES,
Showing the central position of St. John for all Points in the Provinces, also facilities for reaching same both by rail and water.

Copies of this Pamphlet and other information regarding the Province can be obtained free on application to the Recreation Department of the "Outlook," Clinton Hall, Astor Place N. Y. The Brooklyn Daily Eagle, Summer Resort Bureau, Room 29 Eagle Building, Brooklyn, N. Y. The Home Journal, 220 Devonshire St., Boston, Mass. Geo. W. Swett, Hotel Chamberlain, Old Point Comfort, Virginia. Also, at all the principal Railway and Steamship Agencies throughout the United States and Canada; or by addressing IRA CORNWALL, Secretary Tourist Association, St. John, N. B., Canada.

ST. JOHN CAN BE REACHED

From Boston. via Boston & Maine Railroad (Union Station), connecting with Maine Central and Canadian Pacific Railways, in 15 hours — All rail double, daily, Pullman trains. Via International Steamers. Commercial Wharf, each week day, excepting Tuesday and Saturday, in 21 hours; Monday and Thursday, direct Steamer in 19 hours. **From New York,** by rail or Sound Line Steamers, connecting with rail or steamers from Boston. Also, by the Maine Steamship Co. steamers to Portland, connecting with rail and steamers. **From West and South-west,** by all lines centring at New York, Buffalo, Niagara Falls, thence to Boston and Portland. **From Portland, White Mountains, etc.,** by express trains Maine Central Railway, connecting with the Canadian Pacific Railway. **From Montreal and North-west,** by Candian Pacific Railway, also Grand Trunk and Canadian Pacific Railway via Quebec, connecting with Intercolonial Railway. **From Quebec,** via Intercolonial Railway, via Moncton. Also connecting with the Temiscouata Railway, Canadian Pacific Railway via Edmundston, also Canada Eastern, at Chatham, N. B., connecting with St. John boats and Canadian Pacific Railway at Fredericton.

☞ For additional information, distances, time, fares, etc., see page 19.

TELEGRAPH PRESS, ST. JOHN, N. B.

BIRD'S EYE VIEW OF THE CITY OF ST. JOHN, N. B., CANADA.

The area within the City limits is Ten square miles. Population, 50,000.

DRAINAGE AND WATER SUPPLY TWO VITAL SAFEGUARDS.

THE ABOVE PICTURE is the most practical means of demonstrating the admirable facilities afforded by this city for proper sewerage and sanitary arrangements. The shores washed twice in twenty-four hours by a rise and fall of the tide of from twenty-four to thirty feet. The city is thoroughly purified through the most perfect sewerage system. Abundance of the purest water supplied by the gravitation system. The illustration also shows the number of favorable sites for summer cottages, etc.

Saint John,

New Brunswick, Canada.

BY D. R. JACK.

The Hub of the Maritime Provinces ... Its Central Position ... Unrivalled Climate ... Beautiful Situation ... No Mosquitos or Black Flies ... Malaria Unknown ... The City ... The Reversible Fall and the Peerless St. John River ... Points Easy of Access ... The Gateway to a Sportsman's Paradise.

AS brevity is the soul of wit, and brevity is one of the points most greatly desired in this age in which we live, an age of bustle and stir and of "running to and fro," I shall, for the purpose of conciseness, ask the reader's attention, before taking up my subject in detail, to the map of the Maritime Provinces of Canada, which map shows most clearly and distinctly the position of the City of Saint John in relation to the beautiful Province of New Brunswick, that Province down by the sea of which it is the Commercial Metropolis.

On reference to this map it will be readily seen that St. John is the distributing point, *par excellence*, of the Maritime Provinces.

Here will be found the Atlantic terminus of the C. P. R., that great road of which Canadians are so proud, the only railroad in America that runs on its own rails from the Atlantic to the Pacific Oceans, a distance of 3,300 miles, and which operates its own steamships on the Great Lakes and the Pacific Ocean, which operates its own telegraph and cable service, its own express service, which

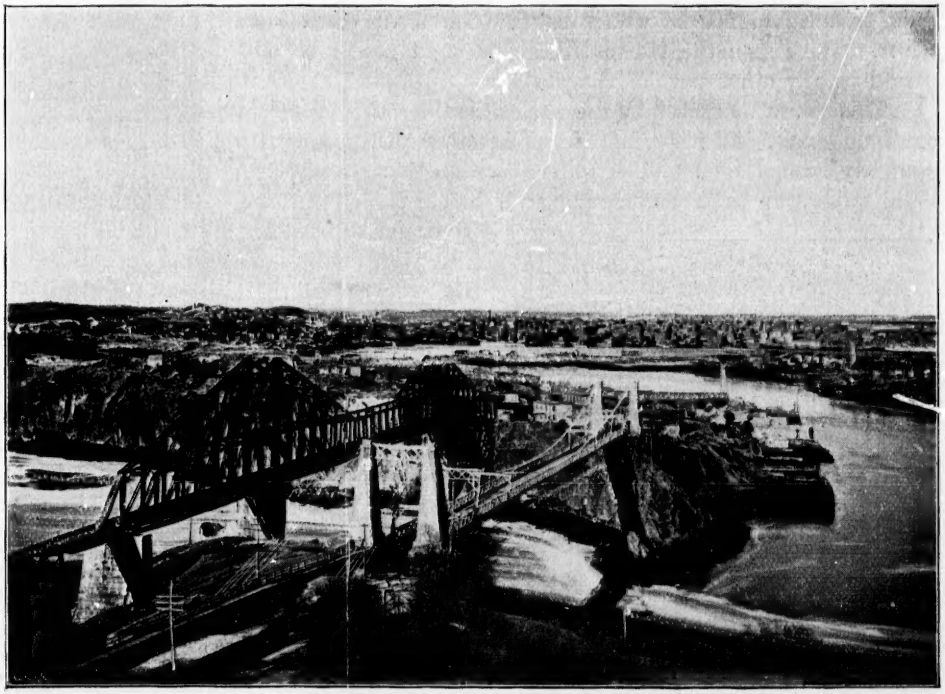


Plate 1 ST. JOHN CITY.

owns its Pullman cars, its splendid hotels, its restaurants and many other constituent parts, which go to make up a great whole. This road has many branches and feeders, and over it from St. John can readily be reached, Fredericton, Gibson, Woodstock, the Grand Falls [Plate 8], second only to Niagara, Andover, Aroostook, and the beautiful town of St. Andrews, on the Passamaquoddy Bay.

Out of the same station which forms the passenger terminus of the C. P. R., run the trains of the Intercolonial Railway, a line with many ramifications, but which, skirting as it does almost three-fourths of the coast line of New Brunswick, touches at innumerable points of interest to the tourist and pleasure seeker.

This road is owned and operated by the Government of the Dominion of Canada, and is well and favorably known for the solidity of its road bed, the excellence of its service, and the uniform courtesy of its officials.

Over this road may be reached the town of Moncton, 89 miles from St. John, near which, at the bend of the Petitcodiac River, may be seen the famous "Bore," a sight not to be witnessed in any other part of the world.

This "Bore" is caused by the rise of the tide, which does not come up gently and imperceptible, as in other places, but with a mighty rush, a solid wall of water, between four and five feet high, sweeps up the river, carrying all before it and fills the river full to the lips.

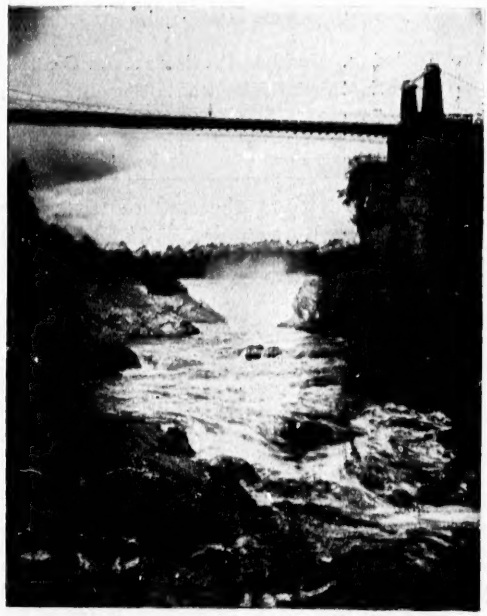


Plate 8 **Grand Falls, River St. John.**

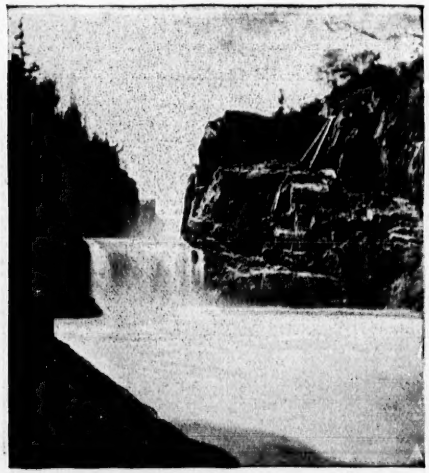


Plate 9 **Grand Falls, Nepisiquit River.**

Over this same I. C. R. we reach the towns of Chatham and Newcastle, on the Miramichi River [Plate 11], Bathurst, on the Nepisiquit River [Plates 9, 10, 12], and further on the lovely Metapedia River [Plate 29]. On these three rivers will be found many world famous fishing pools and hunting grounds [Plate 13]. As an illustration of what may be done in this line, I give a photograph showing 236 brant, geese and ducks, the result of five days' shooting in October, 1896, at Brant Island, Tabusintac, some miles north of the mouth of the Mirmaichi, by G. A. Rundle, J. R. Lawlor, of Newcastle, and John H. Sargeant, of Nelson, well known citizens on the Miramichi. In the canoe in the foreground of the picture, are to be seen the heads and necks of three or four of the eleven wild geese owned by Mr. Sargeant, and anchored off shore as decoys on his shooting trips.

From the opposite side of the St. John harbor to that by which the traveller by either of the above mentioned lines enters

the city, leave the trains of the Shore Line Railway, running at present only as far as St. Stephen, a lively little town on the opposite side of the St. Croix River from Calais, an equally lively and saucy town, under the jurisdiction of the "Stars and Stripes" [Plate 14]. Along the line of this railway, which is, by the way, of more recent construction than either of the above mentioned roads, and for long stretches running through a comparatively wild and unsettled country, [Plate 15], are many fine fishing pools, as yet almost unknown even to local sportsmen, and where will be found at short distances from the line of railway many delightful spots, where, in all their primitive loveliness, are to be found the homes and haunts [Plate 28] of many of those "speckled beauties" which delight the heart of the angler.

Plate 11 **Cove Near Newcastle, on the Miramichi River.**

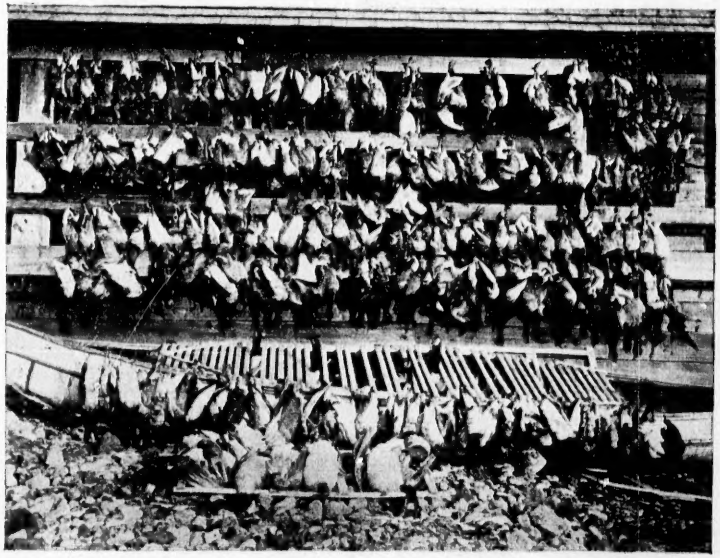


Plate 13 **The above picture represents 236 Brant, Geese and Ducks, the result of Five Days' Shooting, Oct., 1896, Brant Island, Tabusintac, N. B., Canada.**

Turning from the railroad lines to the steamboat and steamship service, St. John will be found an equally central and important point. To St. John, from Boston and Portland, run those floating palaces of the International S. S. Co., bringing the tourist along the charmingly wild and picturesque shores of Maine and New Brunswick, past Bar Harbor and Mount Desert, past the beautiful Bay of Passamaquoddy, where could lie, in stately shelter and repose, the navies of the world; past those ocean gems, the Islands of Grand Manan, Campobello and Doucett's Island.

From St. John to Digby, a charming little town in the sister Province of Nova Scotia, a distance of forty miles across the Bay of Fundy, runs a Clyde built ocean-going steamer, that gem of marine architecture,

the "Prince Rupert," which covers in two hours and thirty minutes the distance formerly travelled in previous years in from four to six hours by other boats.

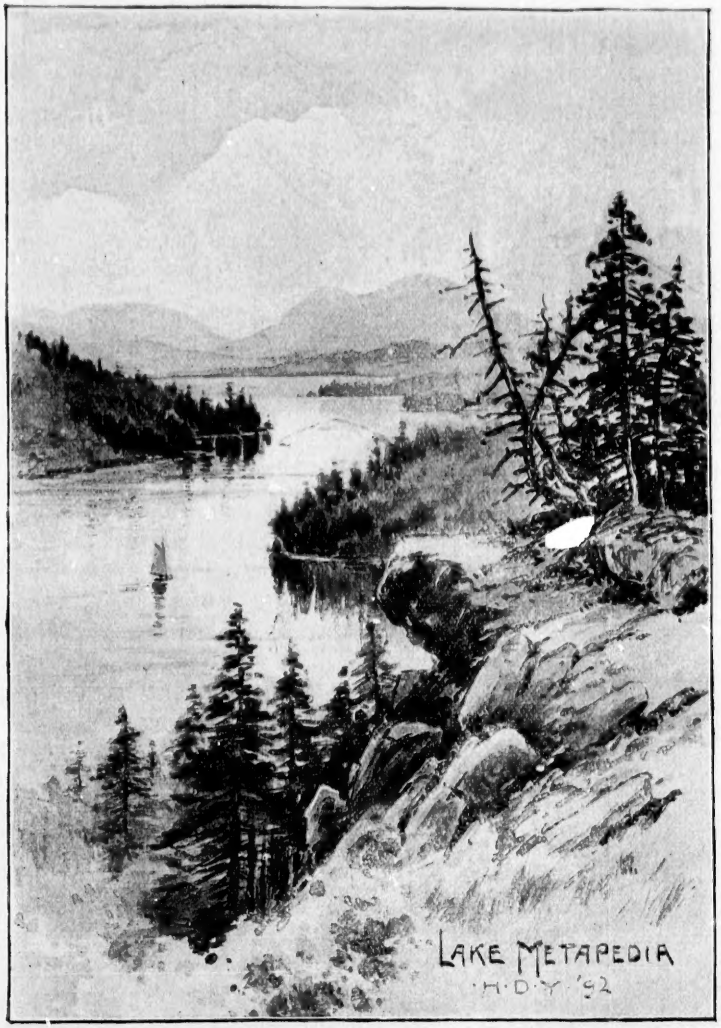


Plate 29 **THE FAMOUS FISHING GROUNDS.**

Near Digby we find Annapolis and further on lies Grand Pré, the scene of one of the saddest and most romantic stories in the history of North America, and which Longfellow has immortalized in his poem of "Evangeline."

When Nova Scotia was ceded to the British by the French, the British Council

Plate 10 **Camping near Pabineau Falls, Nepisiquit River.**

at Halifax decided that the French Acadians must either take the oath of allegiance to Great Britain or be deported from the country. Almost to a man, they refused to take the oath, and it was resolved that they should be banished to the Southern American Colonies, and that their estates and buildings, their cattle and vessels, should be declared forfeited to the crown. This cruel decree was carried out, and a

nation was rooted from the soil and scattered to the four quarters of the globe.

This theme is one that has been little written about, and Longfellow alone seems to have idealized it in his immortal poem.

To any one visiting the "Land of Evangeline," as this beautiful part of Nova Scotia has been called, a splendid round trip is offered. Leaving Boston by rail or water, one soon arrives at St. John, thence by boat to Digby, and the Dominion Atlantic Railway, which runs through this romantic country. The return is via Yarmouth to Boston, on which route a splendid line of sea going steamers give a daily service.

Plate 12 **Above the Falls, Nepisiquit River.**

Plate 15 **Micmac Squaw.**

Turning our attention once more from the sea shore, we take up the inland waters of New Brunswick. We find the City of St. John [Plates 1, 19] situate at the mouth of a beautiful and noble river—the St. John—a river 450 miles in length, navigable for steamers for about 200 miles, and for the balance of the distance for canoes and boats of light draft.

Plate 14 **FALLS NEAR ST. GEORGE.**

Starting from the mouth of this river, we first pass through the "Falls," where is to be seen a "phenomenon" witnessed at no other point in the world. [Plate 20]. Here, twice a day, at certain hours of tide, as inexorably fixed by nature as are the everlasting hills by which they are surrounded, may be viewed the waters of the great Atlantic rushing and tumbling over each other through a rocky gorge of only 200 feet in width, into this noble river. Just above the Falls, at Indiantown, one terminus of the St. John Street Railway, we take any of the numerous lines of steamers running to Bellisle Bay, Fredericton, Grand Lake, the Cedars, and

various other points up the River St. John. [Plate 27].

Starting at 8 a. m., standard time, from St. John, we run in five hours time to Fredericton, the Capital of the Province, a distance of 87 miles, over a river that has been called by T. DeWitt Talmage the "Rhine of America." During this five hours' sail may be seen a variety and beauty of landscape that naught but a poet's pen can describe, and which varies from the narrow, rock bound gorge at its mouth, to the wide and peaceful valleys, the narrow and winding turns, or broad placid bays through which it flows.

About ten miles from the starting point we pass the village of Westfield [Plate 2], a popular summer resort for many St. John merchants and their families. Across the Nerepis bridge, a long structure, built in a picturesque but primitive style, is to be seen Woodman's Point, a beautiful spot, where many pretty summer cottages are placed, and show to great advantage as one approaches by the steamer.

The Nerepis River itself [Plate 3], which flows into the St. John River, under the bridge of which I have spoken, is a little, quiet, narrow, sluggish stream, flowing among the marsh lands, a lovely spot for a quiet paddle in a canoe of a summer's evening, and where the buncom or heron may occasionally be startled into flight as one approaches almost unawares upon them. This little stream follows different channels, and a most enjoyable paddle may be had in one of the Milicete canoes, which abound along the St. John River, by passing up the Nerepis by one channel and returning by another, following

Plate 29

around what is called the "Ox-bow," a round distance of six miles. [Plate 30]

Further along we reach many lovely spots, and several summer hotels are to be found, where the traveller may spend pleasant hours or days, as time will permit. "The Cedars," and "John O. Vanwart's" are two of the best known stopping places on the river between St. John and Fredericton. At either of these points the tourist may leave the steamer and spend two or three hours on shore, and after dinner return to St. John by the return steamers from Fredericton and elsewhere, which pass there daily.

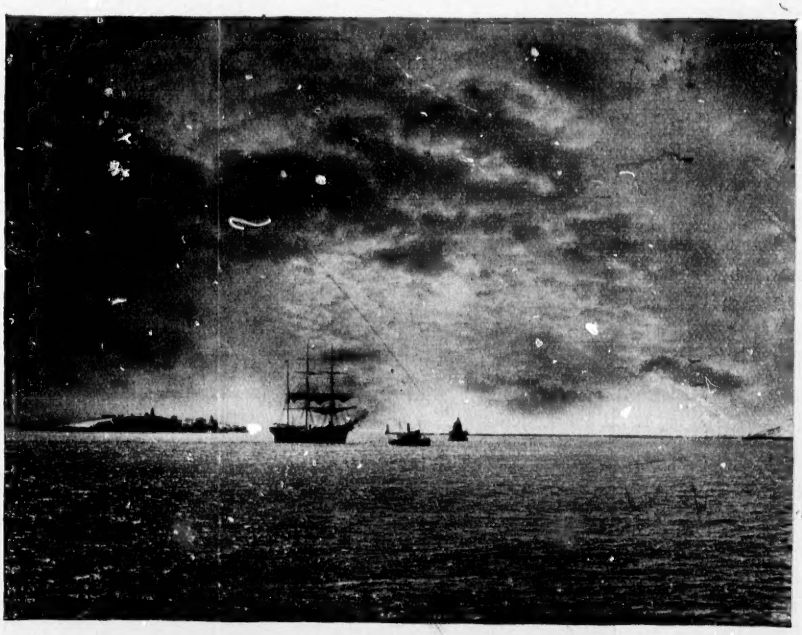


Plate 19 **Partridge Island, Entrance Saint John Harbor.**

Still continuing up the river, one reaches, all too soon, the City of Fredericton, which has aptly been named the "Celestial City," and where, should one desire to do so, one can spend a few pleasant hours or days, returning to St. John by the same steamer, or by the C. P. Railway, in a space of two and half hours. Beyond Fredericton, further up the St. John, are many interesting points. Five miles below Woodstock will be found the Bridge [Plate 21] across Bull's Creek, a picturesque spot of which we give an illustration.

Plate 20 **Cove on the Saint John River above the Falls.**

We give two views of typical camping and fishing scenes [Plates 23, 24], and also an illustration of a string of fish, [Plate 22] the smallest over two pounds weight, caught in Temiscouata Lake, near Edmundston. Mr. Milton Dayton is the Fish Warden at Edmundston, Madawaska County, N. B., and being a man of obliging and genial disposition will be found ever ready to impart full information to the tourist or angler.

Moose and Cariboo abound in the wild

region between the Upper St. John River, and what is known as the "North Shore" of the Province of N. B. Here will be found a never failing mine of wealth to the hunter. There are, of course, strict game regulations, and after the 15th of September is usually considersd the best hunting season. Any person having an extensive hunting trip in view is advised to write to Mr. Milton Dayton, who is, as I have elsewhere remarked, the game warden at Edmundston, Madawaska, Co., N. B., for any particulars as to guides, outfit, licenses, supplies, etc., that they may desire.

To the yachtsman, there is no better river in in the World, for sailing or racing. Space will only permit me to mention the Kennebeccassis Bay and Grand Bay, a fine deep course of from one to three miles in width and fifteen miles in length, and also the "Long Reach" on the main River, where for twenty miles one has an uninterrupted run, as straight as an arrow. As an enthusiastic amateur yachtsman the writer can honestly say that several of the most delightful weeks of his life have been spent in his own yacht, upon this river.

Palte 27 **POKIOK, SAINT JOHN RIVER, WITH STEAMERS PASSING UP AND DOWN.**

Along the river are many farm houses, where the "summer boarder" is made welcome in hospitable style, and where should a summer of quiet enjoyment be desired, a comfortable home may be found at a reasonable price. To a growing family, coming from a large city, a few weeks spent in one of these quiet and homelike farm houses, among the quiet county folk, following their peaceful avocations, will be as a mine of wealth, and the simple and wholesome fare, the out-door exercise and enjoyments, the walks, the boating, the bathing, the

lovely wildflowers, and the beautiful birds, will all be points to be talked of and remembered for perhaps years after the actual time of their enjoyment may have passed away.

To any person desiring to obtain the address of some of such places as these I have mentioned, I would suggest that they write Ira Cornwall, "The Secretary, Tourist Association, St. John, N. B.," who will be only too happy to furnish them with all particulars.

Plate 2 **View from Westfield, looking up the St. John River.**

St. John possesses a very finely equipped and well managed Electric Street Railway service, running through many of the principal streets and giving easy access to all parts of the City. This road was built in 1895, the old electric service in use prior to that date being entirely superseded by a new and modern service. The road bed is one of the very best laid on the continent, the rails being no less than six inches in depth, and well secured. This road passes all railroad stations, ferry and steamboat landings, and in the immediate vicinity of all the leading hotels. The Buck-board and Bus lines to Duck Cove, which are important feeders to the Street Railway, and are run in connection therewith, connect at Douglas Avenue.

Plate 3 **View on Nerepis River.**

Just here it may be well to mention that yachts, horses and carriages, and not by any means the least important, the useful bicycle, may, by the courtesy of the Canadian Customs, be admitted duty free, under a few simple conditions, which must be complied with.

Saint John possesses a commodious and well built Opera House, constructed of brick, and as nearly fire proof as such a building can be made. The building is of

Plate 30

recent construction and is thoroughly up-to-date. Indeed it is claimed by its owners that they have the largest and best equipped stage in Canada, and the stage is the largest but one this side of New York. On this stage have appeared Madame Albani, Gilmore's, Sousa's and the Chicago Marine Bands, the Grau Opera Co., Thos. D. Frawley and many other leading attractions. As an evidence of the business done, I may state that all the time is already taken up from the 25th of April to the 28th of September. Many well-known theatrical and other com-

Plate 21 **Bull's Creek Bridge.**

panies make it a point to visit the Maritime Provinces every summer, taking in Saint John on their route, when most of the theatres are closed in the large American Cities, thus combining a lucrative business with a pleasant tour.

As an evidence of the enterprize and activity of the citizens of Saint John, I trust that I may be permitted to mention the fact that we have already spent more than $500,000 on harbor improvements, grain elevator, etc., and that this city is making a strong push for the winter port trade, not only of

Canada, but of certain portions of the neighboring Republic.

The River Saint John drains an area of about 17,000,000 acres, over one-half of which is within the Province of New Brunswick.

When the traveller ascends this river to Fredericton, and witnesses even in part the vast area that is drained by it, its numerous tributaries, the broad lakes and innumerable brooks that empty into it, where are unlimited opportunities for sport, he is amazed, and can scarcely realize that this vast volume of water finds its outlet to the ocean through the single narrow gorge at its mouth. To this very formation much of the lowland country bordering upon the Saint John River owes its marvellous fertility. With the approach of spring the snows of winter begin to gradually melt and slowly disappear, causing a very great but gradual increase in the volume of the brooks, streams and lakes, and finally of the river itself. It being impossible for this enormous volume of water at once to find its way into the ocean through its narrow outlet, the superabundance of water backs up, and like the Nile gradually overflows all the intervale lands by which the river is bordered, leaving upon the lands of the rich and the poor alike a soft alluvial deposit, which is of such great value as a fertilizer that upon these lands, which are used almost entirely for raising hay, no cultivation is required. The spring freshet is a never-failing source of wealth, whose coming is a certainty looked for with the advent of spring, as is the lovely song of the bob-o-link or swamp robin.

Plate 24 **A Typical New Brunswick Camping Scene.**

Plate 22 **A Day's Fishing, Temiscouata Lake - Smallest Trout 2 lbs.**

Of the feathery elm trees that dot the river banks and the intervale lands and islands, I can only say that they must be seen in order that their beauty may be appreciated. One of the most graceful specimens of these trees is to be seen, standing in picturesque loveliness, upon Harding's Point, at a distance of about ten miles

from Saint John, upon the right bank, as you ascend the river, opposite the charming resort of Westfield. To it has been applied the name of Prince of Wales in reference to its commanding position and beauty of outline.

Plate 7 **River St. John Rafting Scene.**

Plate 23 **Fishing Scene.**

In the matter of hotel accommodation, St. John can, like many other cities, please many varities of taste or pocket. It is sufficient here to mention the Royal, the Victoria, the Dufferin and the Clifton House, as the leading hotels of the city.

Plate 19 **Bayswater, Kennebeccasis River.**

After finding himself or herself comfortably located at a good hotel, and obtaining, even in the month of August, such a delicious night's sleep under a blanket as the cool invigorating air of Saint John always assures, the tourist naturally asks, "What can I do to amuse myself?" The question is easily answered.

The drives and views to be obtained about Saint John are varied and beautiful. The Marsh Road, the "usual round," taking in the Convent Hill, Fort Howe, the Bridges, the Harbor Ferry, and also the Taylor Island Road, Manawagonish Road, Sandy Point Road, or Loch

Lomond Road, each afford a pleasant afternoon's drive.

The Public Park is a comparatively new feature in Saint John, but it is one that is, nevertheless, much appreciated by the people. It is situated to the northward of the city, and covers an area of 178 acres, including Lily Lake, a beautiful little sheet of water about half or three-quarters of a mile in size, and here on a summer evening boating is much indulged in. Though it is less than five years since the inception of this park, much money has been laid out in clearing up and beautifying the grounds and in building roads and bridges. Hence of a fine summer afternoon in summer time the people come, in thousands, to enjoy the beauties of [illegible] unfolded. To the tourist, a very pleasant drive is to take in the Convent Hill, Mount Pleasant, from which point a very fine view of the city and its surroundings can be obtained, thence through the Park, around Lily Lake, down through the eastern exit to the Gilbert Lane, and thence homewards.

A Cozy Nook Boating Scene on the Kennebecasis.
Plate 17

Should something a little more extensive be desired, several avenues are open. If you wish a nice, quite ramble "along shore," for part or the whole of a day, in one of the prettiest of our out-of-town resorts,

Duck Cove.

Avenue at Duck Cove.

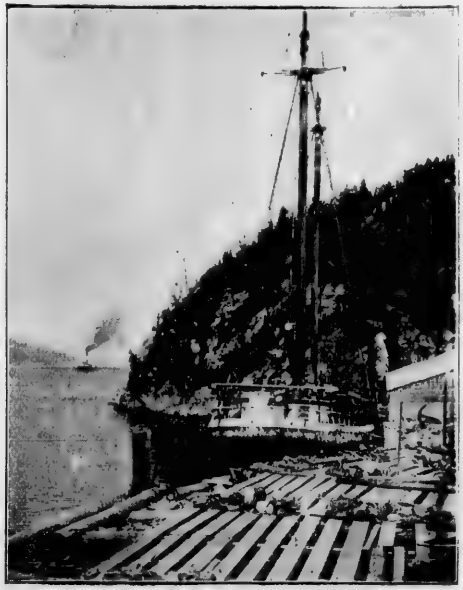
take any of the Street Railway Cars, running towards the "North End." At Douglas Avenue, having first obtained from the conductor a "ten-cent check," we alight, and take any of the Duck Cove conveyances, which run on a regular and convenient time table, to Duck Cove, passing the village of Fairville, a distance of three and a half miles from King street, Saint John, all for the modest sum of ten cents.

"Here like a kind hand on my brow,
Comes this fresh breeze,
Cooling its dull and feverish glow,
While through my being seems to flow
The breath of a new life,—the healing of the seas."
—*John G. Whittier.*

Plate 5

Avenue, Public Park, St. John.

At Duck Cove you will find one of those quiet, cosy nooks, much in vogue among the good people of Saint John for a quiet picnic, with a few seaside cottages here and there where some of the business men of the city return on the summer evenings to enjoy that quiet and peaceful repose, which is so much appreciated after a busy day in an active life. The Seaside House, which has only recently been opened, will be found to be a quiet and pleasant place to spend a few days.



POKIOK.

Should you so desire, you can here enjoy an ocean bath, or sitting upon the sunny bank, look out at the ships and steamers that pass by, the seals that come upon the Shag Rocks, within rifle shot of you, and look at you with their sad and mournful eyes, or watch the ebb and flow of the tide upon the shingle, with the rattle of the pebbles upon the beach, as it was since the world began, and as it shall be till time shall be no more.

"I never was on the dull, tame shore,
But I loved the great sea more and more,
And backward flew to her billowy breast
Like a bird that seeketh its mother's nest."
—*Barry Cornwall.*

To one fond of a quiet stroll there are many opportunities afforded here, not the least desirable being the walk along the beach at Sand Cove, and thence through a charming wood, by an old road, now but little used, in all a distance of one and a half mile to Smuggler's Cove, at the end of Sheldon's Point, where in old times, before our Customs service had attained its present efficiency, were landed, "twixt the gloaming and the mirk," or in the dead of night, many cargoes on which customs duties were not destined to be paid.

Starting once more from our hotel, if a day's fishing be desired, a trip to Loch Lomond would amply repay the journey. Here at a distance of eleven miles from the city will be found a chain of lakes nine miles in length, which have been well stocked by the Government with trout, salmon and black bass, and where boats and other requisites can readily be obtained.

Plate 6 **Howe's Lake, Near St. John.**

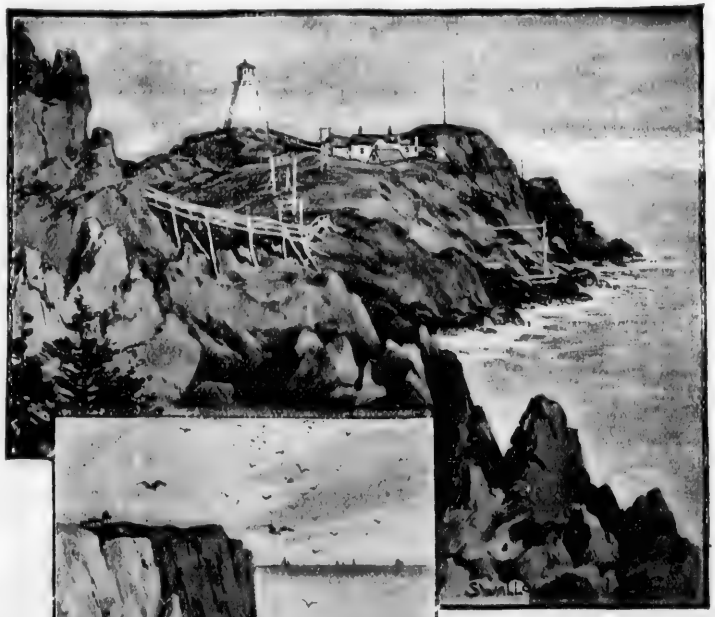
The last that I shall have space to mention, but by no means the least attractive of these "out-of-town" pleasure resorts, is the little village of Rothesay, distant nine miles from Saint John, nestling down by the side of the Kennebeccasis River, fronting on a cove which is, on account of its unsurpassed situation and facilities one of the chief resorts of local yachtsmen. Here, at the Bellivue Hotel, you will find a kind and genial host, and can obtain a meal fit for a prince. Rothesay has been called the Newport of Saint John, and in this village in the summer time many of the youth and beauty of the City of Saint John spend their leisure hours.

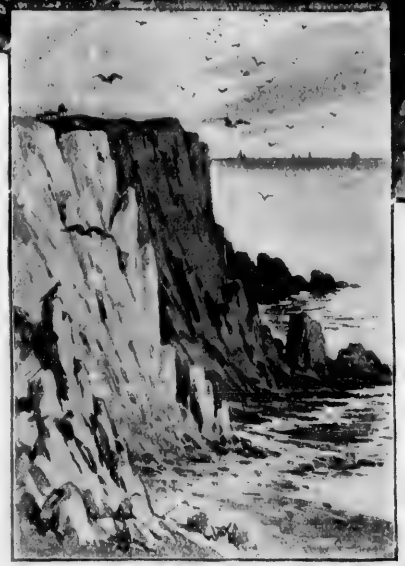
But the limits of time and space compel me to bring this sketch to a close. Before doing so, however, the writer feels that his work would be incomplete without some reference to the facilities for bicycle riding throughout this and the neighboring provinces. The roads, as a rule, will be found well adapted for the wheel, the country people throughout the length and breadth of the land, a warm hearted and kindly natured race, and the wheel-man or wheel-woman after a run of several hours along any of our principal country roads will find little difficulty in obtaining a nice and tidy lodging place, a plain but substantial meal, and a graceful

welcome wherever fortune may happen to bring him.

The summer tourist who visits New Brunswick will carry back many happy memories, and perchance induce some few others of that vast throng of those who occasionally seek the change of air and scene and the delights of travel to return in the following year, and inspect for themselves some few of the many pleasant places which I have attempted briefly to describe, and amid the varied attractions of New Brunswick find that refreshment of mind and body so grateful to the toilers in large cities.

"They come! the merry months of beauty, song and flowers,
They come! the gladsome months that bring thick leafiness to bowers.
Up! up! my heart, and walk abroad; fling work and care aside,
Seek silent hills, or rest thyself, where peaceful waters glide;
Or underneath the shadow vast of patriarchal tree,
See through its leaves the cloudless sky in rapt tranquility."





For additional information write IRA CORNWALL, Secretary Tourist Association, St. John, N. B.

ROTHESAY.

(From McAlpine's Tourist Guide.)

ROTHESAY.

If any place more than another, in the near vicinity of Saint John, justified a lavish use of superlatives, that place would be Rothesay, nine miles, out and easily reached by carriage or bicycle, or at almost any hour of the day by trains of the Intercolonial Railway. It lies on the shores of what is perhaps the most attractive stretch of the Kennebecasis River, a tributory of the Saint John, of great width at this point, and famous years ago as the course over which were rowed races for the world's championship in the days when a Saint John Crew won and held that honor. The old race course is just below Rothesay. Besides the family houses at Rothesay, quite a large number of young gentlemen have little summer cottages of their own by the shore. Small yachts and sailing craft are largely in evidence, the magnificent sheet of water affording unrivalled facilities for pleasure afloat. The drives and walks about Rothesay are very attractive. There are three private academies of provincial fame in the place. An admirably equipped

Lovers' Walk, Rothesay.

Jemseg River, N. B.

hotel is situated close beside the railway station. A carriage drive from the City to Rothesay takes the visitor through very pretty, and in places, exceedingly picturesque scenery; and for some miles along the shore of the river, which here has the breadth and dimensions of a great lake. No visitor goes to Rothesay in summer without experiencing the keenest pleasure, and a desire to remain to the full limit of the time at his disposal.

ST. MARTINS, N. B.

The Town of St. Martins, formerly called Quaco, is situated on the north shore of the Bay of Fundy, about thirty miles eastward from the City of St. John.

Quaco Bay, between the headland and the reef on the west, and Point Saint Tooley on the east, resembles in appearance Torbay on the south coast of England. The shore line is semicircular in form, bordered by a beautiful gravel beach about three miles in length, which the tide washes twice every twenty-four hours. The ordinary rise and fall of the tide is The slope of the beach is gradual and uniform, making it very convenient and safe for bathing.

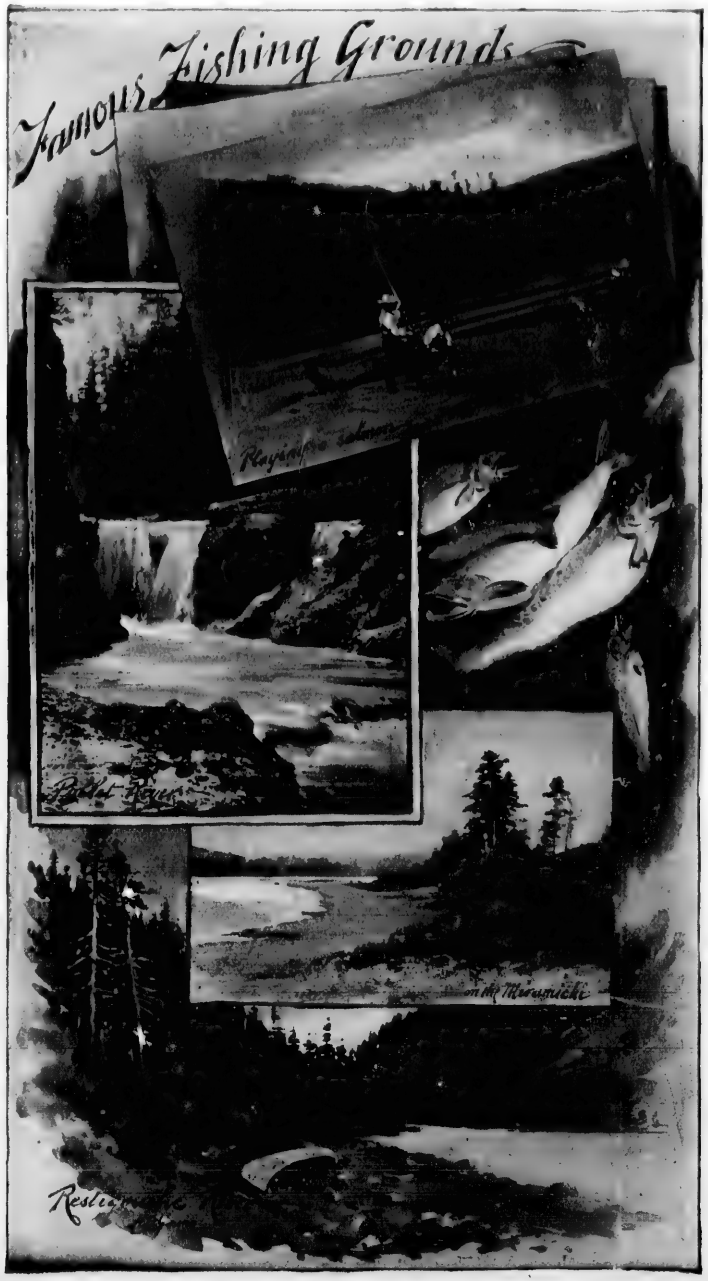
SAINT MARTINS.

MOOSE HUNTING—THE ALARM.

There are now living (November 1896) and all enjoying good health, 15 persons over 80 (the oldest of whom is 106), whose combined ages are 1,312 years. This is an average age of 87½ years. May it not be said, "Reside in St Martins and live forever."

If Champlain and de Monts could awake from 'their last sleep" and today sail, as in 1604, in their little bark of scarce 100 tons, from the Cape of Two Bays (Chignecto) across the Bay of Fundy to anchor under Shako (Quaco) Head, what changes would greet their eyes!

The Central Railway Express, arriving at Beach Street Station freighted with tourists from the neighboring nation, our own great Dominion and "the lands beyound the sea" would cause them to stare with wonder.



Distances from St. John.

Table showing the distance of prominent points from St. John, the time in hours and minutes, and the cost of fare.

	Miles	Time h. m.	Fare. $ c.
Amherst, I. C. R.	138	6 00	3 76
Annapolis, D. A. R.	58	4 00	2 00
Albert I. C. R. and S. & H.	121	5 00	3 65
Bangor, rail	204	7 00	6 25
Bathurst, I. C. R.	211	6 35	4 98
Bridgetown, D. A. R.	79	4 35	2 50
Boston, rail	450	15 00	8 50
" I. Stmrs.	350	21 00	5 00
Chatham, I. C. R.	170	5 30	4 50
Charlottetown, P. E. I., via Summerside	202	12 10	5 95
Charlottetown, via Pictou	329	15 15	7 40
Chicago, C. P. R.	1340	44 00	26 50
Campbellton, I. C. R.	274	9 30	5 98
Dalhousie, I. C. R.	271	9 12	5 97
Dorchester, I. C. R.	117	4 26	3 24
Digby, Stmr., D. A. R.	40	3 00	1 50
Fredericton, C. P. R.	66	2 40	2 00
" Stmr.	84	6 00	1 00
Grand Manan, Stmr.	55	5 00	2 00
Grand Falls, C. P. R.	208	10 05	6 10
Hamilton, C. P. R.	865	32 30	20 50
Halifax, I. C. R.	275	11 15	6 00
" via D. A. R.	195	9 45	4 50
Kingston, C. P. R.	694	29 30	19 10
Kentville, via Digby	109	6 25	3 25
London, C. P. R.	930	36 00	21 10
Middleton, D. A. R.	93	5 15	2 85
Moncton, I. C. R.	89	3 40	2 67
Montreal, C. P. R.	481	18 00	14 50
" I. C. R.	750	24 55	13 50
Newcastle, I. C. R.	167	5 40	4 28
New York, rail	670	24 00	14 00
New Glasgow, I. C. R.	258	10 45	5 72
Ottawa, C. P. R.	601	21 34	17 50
Portland, stmr.	248	20 00	4 00
" rail	340	11 00	7 00
Pictou, I. C. R.	269	11 15	5 90
Quebec, I. C. R.	580	21 30	12 55
St. Stephen, Shore Line	82	3 15	2 50
" C. P. R.	117	4 40	3 60
St. Andrews, C. P. R.	126	5 00	3 58
Sussex, I. C. R.	44	1 50	1 32
Sackville, I. C. R.	129	5 00	3 58
Salisbury, I. C. R.	76	2 50	2 28
Springhill Mines, I. C. R.	160	7 00	4 25
Sydney, I. C. R.	428	17 45	8 94
Truro, I. C. R.	215	9 25	5 02
Toronto, C. P. R.	825	30 30	20 00
Vancouver, C. P. R.	3387	168 00	78 00
Victoria, "	3571	170 00	78 00
Woodstock, "	135	6 00	3 60
Winnipeg, "	1905	84 00	50 55
Windsor, via Digby	134	9 00	4 00
Yarmouth, via Digby	92	8 00	3 30
" steamer	90	10 00	2 50

GRAND FALLS.

1897

From July 5th to October 2

Summer = = = Arrangements

FOR

NEW BRUNSWICK,

18½ Hours to Saint John.

FOR

NOVA SCOTIA,

22¾ Hours to Digby.

About 30 Hours to Halifax.

(Rail from St. John, or via Digby.)

Fast Express Service

S FOLLOWS:

The S. S. St. Croix, (2,000 tons) the latest addition to the Company's fleet, will perform direct service from Boston, leaving ***Mondays*** and ***Thursdays,*** at 10.30 a. m., due in St. John the next morning, making all the morning connections to the East.

Returning — Leave St. John at 4.30 p. m., *for Boston direct,* ***Tuesdays*** and ***Saturdays*** (awaiting the arrival of the S. S. Prince Rupert from Nova Scotia and the Express Train of the Intercolonial Railway).

THE "EASTERN SEA COAST SERVICE."

+++ OCEAN DAY ROUTE TO +++

PORTLAND, LUBEC, EASTPORT, CALAIS, CAMPOBELLO, ST. ANDREWS AND ST. JOHN.

Going East — Passengers desiring the entire coast trip (7½ hours Boston to Portland, 14 hours Portland to Eastport, 3½ hours Eastport to St. John) may take the favorite side-wheel sea-going steamers "Cumberland" (1700 tons) or "State of Maine" (1600 tons) from Boston every Monday, Wednesday and Friday, at 8.45 a. m., and Portland at 6.00 p. m. B. & M. R. R. trains from Boston at 12.30 or 1.00 p. m. connect.

Going West — Leave St. John at 8.45 a m., Eastport 3.00 p. m., Lubec 4.00, Monday, Wednesday and Friday, due in Portland 7 30 a. m., and Boston 4.00 p. m. following days. (Hour of leaving Portland, 8.00 a. m. for Boston.)

☞ These steamers going East make connection at St. John with the night train of the Intercolonial Ry., and coming west, await the arrival of the night trains of the I. C. Ry. from the East and North.

All Steamers of this Company are large sea-going steamers of modern construction, lighted by electricity; dining room and state rooms are on saloon deck.

Grand Ocean Day Trips BOSTON to PORTLAND, " " " " PORTLAND to BOSTON, } **$1.00**

☞ This Company operates the line the entire year, the number of trips each week varying with the seasons. For Time Tables and general information other than that given above, see local papers or write to our agents, or apply to agents of connecting lines or tourists' offices.

E. A. WALDRON,
General Ticket Agent, BOSTON.

When Seeking Rest and Recreation in the Summer,

Bear in Mind that the Famous

Summer Resorts

Are on the ...OF AMERICA...

INTERCOLONIAL RAILWAY OF CANADA.

IN the Provinces by the sea, and it has decidedly the advantage of picturesqueness; it is the "All Rail Route" connecting the Cities of St. John and Halifax, and it is the "All Rail Route" through Cape Breton, the Switzerland of Canada, with its famous Bras D'or Lakes, and it connects with all Steamboat Lines to Prince Edward Island, "the Garden of the Gulf of St. Lawrence." In another direction, speeding away north, the train skirts for miles the curves of the beautiful Baie des Chaleurs, and leaving the sea-shore follows the course of the far-famed Restigouche and Metapedia Rivers, thence along the shore of the mighty St. Lawrence, where an ever changing panorama of river, lake and mountain scenery culminates in a magnificent view of Quebec, crowned by its historic citadel.

THIS Railway furnishes to the general traveller all the comforts and convenience of modern invention, while the pleasure-seeker, angler and sportsman find few, if any, equals in the numerous summer resorts and places of interest which it reaches. The Hotels are comfortable and homelike, and the rates exceedingly low. Special low fares afford the tourist an opportunity of making an unusually interesting trip at a very small cost.

Splendid Sea Bathing. Pure Air. Magnificent Scenery.

TOURIST AND SUMMER EXCURSION TICKETS

Are on sale at all the principal Railway and Steamship Agencies in Canada and the United States.

GUIDE BOOKS to the Intercolonial Ry., Maps, Hotel Lists, Books of Summer Tours, and Time Tables can be had free on application to the Recreation Department of the "Outlook," Clinton Hall, Astor Place, New York, and at the Brooklyn Daily Eagle Summer Resort Bureau, room 29, Eagle Building, Brooklyn, N. Y., and at all the principal Railway and Steamship agencies in Canada and the United States, also from

GEO. W. ROBINSON, Eastern Freight & Passenger Agent, 138 St. James Street, opp. St. Lawrence Hall, Montreal.

N. WEATHERSTON, Western Freight & Passenger Agent, 93 York Street, Rossin House Block, Toronto.

AND FROM

D. POTTINGER, Gen'l Manager Canadian Gov't R'ys.

JNO. M. LYONS, Gen'l Pass. Ag't Intercolonial Ry.

Moncton, N. B., Canada.

Dominion Atlantic Railway

"LAND OF EVANGELINE" ROUTE.

....Quickest.... ....Cheapest.... ....Shortest....

BOSTON, ST. JOHN, N. B. AND HALIFAX,

Via Yarmouth and Digby

THE GREAT HIGHWAY OF FAST TRAVEL TO AND FROM

NOVA SCOTIA AND NEW BRUNSWICK.

The "Flying Bluenose" service of EXPRESS TRAINS, and the magnificent ROYAL MAIL STEAMSHIP,

"Prince Rupert," are world-renowned and second to none.

• • • If you have a care for your pocket, health and time; if you love scenery, variety and comfort; if you want to see the land that poets, romancists and artists have made their own,

....*Travel by the Dominion Atlantic Railway....*

The Short Route for **Prince Edward Island and Cumberland,** via Kingsport and Parrsboro,

Across the land-locked waters of the BASIN OF MINAS, with its rich panorama of scenic beauties, under the very brow of the majestic BLOMIDON.

• • • Visitors to St. John, N. B., must bear in mind that a trip to Nova Scotia by the fastest and finest Steamship on the Eastern Seaboard—the *"Prince Rupert"*—is the one trip which they cannot afford to leave undone.

For all information, Guide Books, Folders, etc., apply to

P. GIFKINS,
Passenger Traffic Superintendent.

K. SUTHERLAND, Superintendent. W. R. CAMPBELL, General Manager and Secretary.

Kentville, Nova Scotia

HOTEL STANLEY...

47 and 49 King Square,

St. John, N. B.

J. M. FOWLER, *Proprietor.*

J. A. FOWLER, *Manager.*

Hotel Brunswick

GEO. McSWEENEY,
PROPRIETOR.

MONCTON, N. B.

First-Class in every particular.
Five Minutes' Walk from Station.

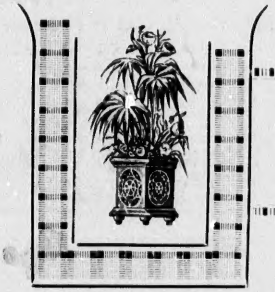
Royal Hotel,

King Street,

RAYMOND & DOHERTY,
Proprietors.

Saint John, N. B.

AMERICAN PLAN.



Victoria Hotel

KING STREET,

D. W. McCORMICK, Proprietor.

St. John, N. B.

E. LeRoi Willis,
PROPRIETOR.

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AMERICAN...TOURISTS

HOTEL DUFFERIN

FIRST SITUATION IN THE CITY

ST. JOHN, N. B.

Canada's International Exhibitions

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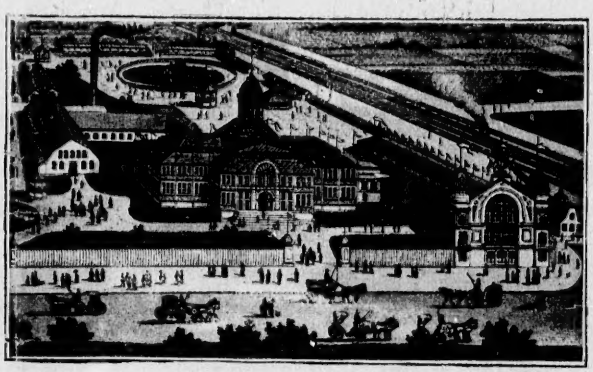
COMPETITION OPEN TO THE WORLD. **SPACE AND POWER FREE OF CHARGE.**

MANUFACTURERS cannot possibly find a better or cheaper means of introducing their goods to the public, or of keeping them before their notice, than by making an exhibit at these Exhibitions, which, without doubt, are always attended by the largest number of visitors that ever attend any Exhibition in the Maritime Provinces. Special Attractions of all kinds are the leading features of these Exhibitions. Correspondence is invited from all persons introducing novelties suitable for these purposes, as well as exhibitors in all classes.

Bird's Eye View of St. John.



Exhibition Buildings.

City of Saint John, New Brunswick, Canada,

FOR TOURISTS AND HEALTH SEEKERS.

The Summer Climate of St. John cannot be excelled upon this continent, while the various avenues for reaching the City by land and water place it at the head of Economical and Popular Resorts.

WHAT VISITORS SAY OF ST. JOHN AND ST. JOHN RIVER.

The Toronto Daily *Globe* calls St. John "A monument to the indomitable pluck of the people." Also, "The stranger in St. John finds a busy, prosperous and beautiful place — a city to be proud of and a people who are proud of it."

The Canadian Pythian *Record*.—"The climate of St. John at this season of the year is a most delightful one and offers every inducement to seekers of health and pleasure. On the warmest days the heat is tempered by refreshing breezes from the bay, while sultry and sleep-banishing nights are unknown. Neither mosquitos, black flies, or other insect pests are found."

Montreal Daily *Herald*, of June 24th, 1889, says: — St. John, a Maritime City, ranking among the leading Shipping Ports of the World; the financial, manufacturing and mercantile metropolis of New Brunswick; a City of magnificent proportions, solid business blocks, and immense trade." Also, The River St. John.—"A landscape panorama fit for the gods; a theme for the song of poets, the praise of scholars and the admiration of tourists; scenic glories of the Rhine and the beauties of the Hudson combined. With its tributaries drains two million acres in Quebec, six millions in Maine and nine millions in New Brunswick."

The Rev. T. Dewitt Talmage, in a recent sermon delivered at the Tabernacle in Brooklyn, New York, said of this river: —"I was sailing down the St. John River, Canada, which is the Rhine and the Hudson commingled in one scene of beauty and grandeur."

SAINT JOHN IS FAST BECOMING CANADA'S MOST FAVORED "SUMMER RESORT."

For information, address IRA CORNWALL, Secretary Board of Trade, Saint John, New Brunswick, Canada.